

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Subgroup
History Record

FAA Control # 97-02-185.

SUBJECT: Charting of DME Fix for Precision MAP in ILS/DME SIAP's.

BACKGROUND: *Original issue paper not available electronically.* Issue was submitted by ALPA at ACF 97-02. They have recommended that, as MM's are eliminated, the FAA pursue mandating a DME fix on all ILS IAP's at the DH point. They believe that safety would be significantly enhanced by providing aircrews this operational equivalent of the MM. DME will also provide more precise information, as MM siting requirements would not be a factor. Additionally DME as well as GPS could be used to provide continuing "running fix" information on all ILS SIAP's.

INITIAL DISCUSSION (Meeting 97-02): Tom Young, ALPA, presented the recommendation document and led the discussion. Eric Secretan, NOS, noted that the recommendation would probably require action through the IACC because information would be added to the chart. Bill Mosley, ATO-120, took an IOU to coordinate this through the FMS Task Force to validate the problem and provide information for discussion at the next meeting. **Action ATO-120.**

MEETING 98-01: The ATO-120 representative was not present at the meeting. Discussion deferred to the next meeting. **Action ATO-120.**

MEETING 98-02: Bill Mosley, ATO-120, reported that he did not present the issue to the FMS Task Force. Bill Hammett, AFS-420 (ISI) suggested that the FAA study conducted several years previously to validate elimination of the 50' DH penalty when the MM was inoperative may provide valuable data as to whether or not publication of a fix at the DH point serves any purpose. The group also briefly discussed chart clutter especially when ILS SIAP's have multiple DH's. The ATO-120 and Jeppesen representatives assured the subgroup that they will discuss the issue at the next FMS Task Force meeting and report. **Action ATO-120 & Jeppesen.**

MEETING 99-01: Time constraints precluded discussion. AFS-420 was tasked to brief results of the MM elimination tests mentioned by Bill Hammett, AFS-420 (ISI) at the last meeting. Discussion deferred to next meeting. **Action AFS-420.**

MEETING 99-02: Bill Hammett, AFS-420 (ISI) presented a status update paper prepared by Frank Hasman, AFS-420. It is the Flight Standards position that the testing to validate eliminating the MM penalty in 1992 negates the requirement for a fix at DH. The testing was accomplished using both commercial (Part 121 and 135) and general aviation (Part 91) operators. The results, published in Report DOT/FAA/AVN-

500-61, indicate that pilot reliance on the barometric altimeter for determining DA was virtually absolute. Pilots placed little importance on the MM range indication in completing ILS approaches. Based on the aforementioned study, AFS-420 does not support adding DME fixes to replace decommissioned MM's and recommended this issue be closed. Wally Roberts, ALPA, disagreed and emphasized that his constituency believes that a running fix is important on all approaches. Eric Eliel, USAF/AIS concurred with this position. A large portion of the group concur that, when there is a frequency paired, collocated DME available, ILS SIAP's should have a DME fix to mark the DA point. AFS-420 was requested to consider this position for a future change to Order 8260.19. **Action: AFS-420.**

MEETING 00-01: Dave Eckles, AFS-420, briefed that, after re-examination, it remains the Flight Standards position that the testing to validate eliminating the MM penalty in 1992, as published in Report DOT/FAA/AVN-500-61, negates the requirement or value of a fix at DA. Dave further noted that current policy will remain in place and requested that industry support their position with a formal study to substantiate their recommendation. He recommended the issue be closed. There was significant pushback to this approach. Kevin Jones, USAF/AIS, asked if there was a benefit to the addition of the fix. John Moore, NOS, suggested that the addition could be a human factors issue. Kevin Comstock, ALPA, requested a copy of the report for their review. He also stated that ALPA would address the issue through AFS-410 and report at the next meeting. AFS-420 agreed to provide a copy of the report to ALPA who will re-study the issue and report. **Action ALPA.**

MEETING 00-02: Wally Roberts, ALPA, briefed that his organization has re-staffed this issue and is withdrawing it from the ACF. **Issue Closed.**
